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MINUTES FOR RESTORATION ADVISORY BOARD MEETING HELD 1 MAY 1996 KANSAS
CITY MO
5/1/1996
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RESTORATION ADVISORY BOARD MEETING

TRANSCRIPT OF THE RESTORATION ADVISORY BOARD
MEETING held on the 1st day of May, 1996,
commencing at 7:00 p.m. at Calvary Bible College,
Chapel Annex, 15800 Calvary Road, Kansas City,
Missouri.

RAB MEMBERS PRESENT:

Mr. W.V. Powell, Mr. Tom Keeney, Mr. Garey M.
Reeves, Mr. Robert Koke, Mr. Norman Onnen, Mr.
Mark Esch and Mr. Robert Geller.

OTHERS PRESENT:

Mr. Dave Malecki, Mr. Wayne Mizer, Ms. Diana
Travis, Mr. Robert Lodato, Mr. Jeff Hancock and
Mr. Robert Zuiss.

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1 MR. LODATO: Once again, welcome
2 everyone. My name is Robert Lodato, I'm from the
3 Air Force Base Conversion Office here at
4 Richards-Gebaur. We have Mark Esch, who is the
5 BRAC environmental coordinator for the Base, and
6 Mr. William Powell, who is the co-chair of the
7 Restoration Advisory Board. I'd like the other
8 RAB members to introduce themselves and where
9 they're from. And we do have a stenographer, so
10 we'll talk clear so she can understand us.

11 MR. GELLER: My name is Bob Geller.
12 I'm with the Missouri Department of Natural
13 Resources.

14 MR. KOKE: I'm Bob Koke with EPA.

15 MR. REEVES: I'm Garey Reeves,
16 transition coordinator.

17 MR. KEENEY: I'm Tom Keeney from
18 Belton. Just a member of the committee.

19 MR. HANCOCK: Jeff Hancock, Kansas
20 City Aviation Department.

21 MR. LODATO: We do have two new
22 faces: one is Diana Travis from the Department of
23 Natural Resources -- the geology department?

24 MS. TRAVIS: Right.

25 MR. LODATO: And Mr. Onnen, whom



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1 I've never met.

2 MR. ONNEN: I'm from here in Belton.

3 MR. LODATO: Okay. Do we have any
4 corrections to the last RAB meeting minutes? All
5 right.

6 Mark Esch is going to do a little update
7 on the environmental projects, the remediation
8 projects that are ongoing and the planned future
9 remediation or samplings, some of the upcoming
10 projects that we have.

11 MR. ESCH: Thank you, Robert. This
12 is an aerial photo of the Base here. For those of
13 you that are familiar with the area, we are in
14 this building right here. This way is north.
15 I've got a little close-up of the area.

16 I'm going to cover the BRAC Cleanup Team
17 actions that we did between the last meeting
18 during the last quarter. There were two tanks
19 located in this area right here. The BRAC Cleanup
20 Team has confirmed that those tanks are closed and
21 are no longer issues. The work plans for site
22 closure and/or recommendations for activities at
23 Site 7, an underground storage tank facility right
24 here, were approved about a month ago.

25 There is also another site being



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1 investigated. There was a trench dug right along
2 the apron in this area here, where they had
3 witnessed some fuel, and that work plan to do the
4 work out there has been approved by the BRAC
5 Cleanup Team. We also did a visual site
6 inspection, a partial, somewhat, of some parcels
7 on the Base.

8 I'm going to throw up another slide
9 here. For Parcel B-6, this one right here, we did
10 a partial visual site inspection of that area and
11 the Air Force has some things to put together.
12 Basically, due to some transition changes within
13 Missouri, project managers and such, we've tabled
14 that particular one for right now until we get an
15 active project manager at our site for Missouri.
16 We also did a partial site inspection of Parcel E
17 and walked through the communications center,
18 which is the only building on that parcel.

19 As far as the Air Force activities go,
20 we had a meeting with the Marine Corps. The
21 property that has been designated for Marine Corps
22 reuse is this parcel, Parcel D, B-1, E-1A, E-1B,
23 O-1, O-2 and O-3. We discussed the memorandum of
24 agreement on property transfer about two or three
25 weeks ago and the Marine Corps right now is

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1 reviewing that memorandum of agreement.

2 The central drainage area runs from
3 about right here out to Corkill Road. The samples
4 have been collected, the results are in, and there
5 is some indication from some seeps and whatnot of
6 up-gradient sources that are recent or active in
7 that area, and so they are presently out here on
8 the Base and are going to be collecting some storm
9 water samples in this area to see if they can find
10 the source of some contaminants they've found in
11 the storm water.

12 We've had groundwater work delayed,
13 field work delayed at four IRP sites, due to some
14 contracting review of subcontractors, and that
15 delay has extended the schedule for four IRP sites
16 about two months. Those sites are the oil
17 saturated area here on the Marine Corps property,
18 the fire valve site here straddling the Marine
19 property, and our Parcel B-4, the hazardous
20 materials storage area behind 927, and the
21 hazardous materials storage area right here on
22 B-4.

23 We had a local contractor collect some
24 samples here for some PCBs, since there was an
25 electrical shop activity out here. We just got



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1 the sampling report in yesterday, or Monday, and
2 the samples indicate a non-detect for PCBs and the
3 other parameters that were collected.

4 Right now -- let me throw back up this
5 other slide. Dames & Moore has sampled the soil
6 in the center here of the leaking underground
7 storage tank site. They have found some petroleum
8 contamination there. Previously the samples were
9 collected around the perimeter of the site and did
10 not show any significant hits. The wells have
11 also been sampled for a dry season sample. Those
12 still do not show any appreciable contamination
13 around the site. It appears as though the
14 contamination there of petroleum is confined to
15 right there in that area. It is their assessment
16 at this time that the vents were not effective for
17 the reason that the groundwater table was so high
18 that there was no oxidation reduction. The
19 contamination just didn't go away.

20 MR. REEVES: I can understand that.

21 MR. ESCH: So we have yet to have
22 our discussion about where we should go from here,
23 because at this point we have a funding
24 opportunity to modify the contract and perhaps
25 allow Dames & Moore to work in some type of



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1 remedial option in that site. Of course, you
2 know, that's probably going to be one of our
3 discussions in the BCT meeting tomorrow, on what
4 the options should be and what we should look at.

5 On the other hand, this site out here,
6 SS08, a bunch of samples have been taken. Despite
7 the reports, we can't find diddly. We did call
8 the former environmental coordinator on a
9 conference call to try to get a better feel of
10 what was going on at that time. She did mention
11 that 24 hours prior to the trench being opened
12 there were some heavy rains. She did also mention
13 that the wash rack, which is -- that plane right
14 there is sitting on a wash rack area (indicating),
15 was still active. They were still washing
16 aircraft at that time, and the fuels -- wing fuel
17 tank area was still active and they still trained
18 sumps into that area.

19 It is very possible that they may have
20 drained a sump and while the trench was open it
21 found the lowest spot to go, rather than going
22 down the drain, the normal -- going through the
23 normal route, which was, as near as we can tell,
24 the route goes from here to a pond right here,
25 through an oil/water separator down to the Kansas

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1 City sanitary sewer line that runs out this way
2 out to Little Blue Valley sewer district.

3 The asbestos survey is underway at the
4 Base. This picture was taken today in the
5 communications center. They have been out here
6 for about ten days, ten working days now,
7 collecting samples from 51-some-odd buildings out
8 here. A general comment was, as they were going
9 through there, that the previous asbestos survey
10 was not very thorough, but recognizing that it was
11 performed nine years ago it would have been good
12 for the time.

13 And we've had some activity out at the
14 POL yard. The POL yard, minus one tank, looks
15 something like this. I had to dig out an
16 historical photo taken in 1982 to get this,
17 because I don't think we had any photos. There is
18 another tank off here to this side. This tank is
19 gone. This tank is gone. This is the Kansas City
20 Aviation Department property and tank. It still
21 is standing. This pump house has been demolished.
22 And there was another pump house out here, off the
23 screen, that was demolished, and much of the
24 piping.

25 This is a photograph taken today. It's

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1 a digital photograph of what the area looks like
2 as of five or six hours ago. The lining is still
3 intact around the berm. They have just done all
4 the demolition work and removed the piping that
5 goes to the tanks. There is another piping run
6 that came in here on the heating oil tank, that
7 came out here, went out this way and went to the
8 old heating oil pump site right here. The JP-4
9 tank that was right here, that run went back out
10 this way and made a few jogs back to the other
11 pump house. That's all been removed.

12 This is an earlier photograph from the
13 opposite direction. The photograph that you saw
14 was taken from the top of the Kansas City Aviation
15 tank. This is the heating oil pump station in the
16 process of being demolished, and some of the
17 trenches that are being dug. The contractor,
18 Dames & Moore, ran into a pitch-saturated mastic
19 that had asbestos fibers in it on the piping, not
20 only on the heating oil but also on the jet fuel
21 piping. So they built little shelters and plastic
22 bags to remove the pitch and the asbestos off the
23 piping, contained all that, and then cut these
24 pieces of pipe. So it is an intense operation.
25 They are in the process of cutting sections of

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1 pipe and wrapping every single piece of pipe up in
2 plastic and putting in a receiving landfill that
3 will accept that type of waste. Bob?

4 MR. GELLER: I guess just a
5 question. Do you plan to do any testing of that
6 mastic for PCBs? The reason I ask is because
7 recently we've identified lots of Air Force
8 installations that utilized the mastic and it
9 contained high levels of PCBs along with the
10 asbestos.

11 MR. ESCH: Anticipating that
12 question, yes.

13 MR. MIZER: It was negative.

14 MR. GELLER: You did test it for
15 PCBs? Good.

16 MR. ESCH: Any other questions about
17 this? What we anticipate to be done in the next
18 three months. Last month we had said we thought
19 that we would be writing reports on the
20 groundwater. Obviously, with a two-month delay,
21 we believe that's going to be this next quarter.

22 There is some additional central
23 drainage sampling being done in the storm sewers
24 to try to identify some of the contaminants found
25 in the central drainage area. That sampling will



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1 be done as soon as it rains. There is a guy
2 camped out here waiting tonight, hoping that 30
3 percent chance of rain turns into 100 percent. He
4 flew down here on the weatherman's 70 percent
5 chance of rain, and made schedule, so he's hoping
6 for rain tonight.

7 Robert's going to talk a little bit more
8 about an IRP site tour scheduled for Saturday, May
9 the 25th. We will be doing additional sampling
10 all over the property to establish some of the
11 property conditions at this time through local
12 blanket purchase agreements. We will be
13 discussing, hopefully, the transferability of
14 Parcel B-7. And we will have a lab tour next
15 Wednesday with our RAB co-chairman, maybe Bob
16 Koke.

17 MR. KOKE: No.

18 MR. ESCH: No? And we will probably
19 have a draft work plan for the preliminary
20 assessment and site inspection of our explosive
21 ordnance disposal site down in Belton. That will
22 probably be in review at MDNR and EPA during that
23 time. And that's about it, unless anybody else
24 knows of anything else that might be going on.
25 Bob?

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1 MR. GELLER: Couple of questions. I
2 guess the first one is could you describe -- you
3 mentioned a memorandum of agreement with the
4 Marines, where I assume the property that's
5 identified in blue on your -- on the POST map?

6 MR. ESCH: That's correct.

7 MR. GELLER: Can you describe what
8 that is, the memorandum of agreement? Since it's
9 an internal transfer, is that correct?

10 MR. REEVES: Let me address that.

11 MR. ESCH: Our base transition
12 coordinator can address that.

13 MR. REEVES: What this is, actually
14 we will not transfer property, as you know,
15 because all of the property belongs to the United
16 States of America. But our memorandum agreement,
17 before we allow the transfer of this property,
18 although it's a play on words, it's passing the
19 baton, so to speak, is that we want to have a
20 procedure set up to assure that the Marines have
21 agreed to accept whatever responsibilities will be
22 required, environmental responsibilities are
23 required; i.e., the funding of anything that would
24 be required for funding, and things of this
25 nature. So what our memorandum agreement is,

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1 we've identified specifically -- what we said, if
2 we get into it, and looking at -- Mark, what's
3 that site, the oil saturated right there in B --

4 MR. ESCH: In B-1?

5 MR. REEVES: B-1. In that one
6 there, if there was anything additional with our
7 water sampling and everything like this, that we
8 will get through the water sampling and they have
9 to pick up that responsibility. That's what is in
10 our proposal on the MOA. But we've also said the
11 fire hydrant between B-4 and 4-1, we will step up
12 to that because it's straddling our line and --
13 which we can do, accept those responsibilities.
14 And anything that's known at the present time
15 we've tried to identify. Everything we know up to
16 this period in time, in addition to the water
17 sampling or subsurface, you know, we've stepped up
18 to that because it covers the whole area. And in
19 there we also have something to do with the --

20 MR. LODATO: Historical.

21 MR. REEVES: -- on historical,
22 because they're getting building 602. So we've
23 tried to identify those items. Now, the Marines
24 are back looking to that because they are not
25 willing to step up to things until they know where

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1 they're at and they know what expenses and what is
2 involved. I have a feeling by the time we get
3 through this that we will have been through the
4 oil saturated portion of B-1, we will know all the
5 things we have on that, and identify basically
6 whatever needs to be identified. If there's
7 anything that -- like B-1, that oil saturated,
8 would require additional action, I'm sure that
9 that would delay the Marines agreement to sign
10 that MOA.

11 MR. GELLER: I guess from the
12 State's standpoint, and as is visible on the map,
13 the State has not concurred that those areas are
14 suitable for transfer to any authority, if Kansas
15 City were requesting B-1, E-1, the building
16 complex, any of those areas, we would not accept
17 that, would not allow that at this time. They
18 could lease it, but the State has not accepted
19 those areas as being suitable for transfer, such
20 that we have on A-1 and B-2, identified that
21 everything we think needs to be completed out
22 there is done, if there is anything.

23 So my question is: Who will be the
24 responsible party addressing the cleanup issues or
25 investigation issues? And the second part of that



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1 is: Will the State and/or EPA have an opportunity
2 to review and comment or accept your memorandum of
3 agreement with the Marines? Because we will not
4 allow you to transfer the property to anyone else.

5 MR. REEVES: That's right. But this
6 is going to remain Department of Defense, and that
7 will be our position. We'll certainly let you see
8 a copy of the MOA, but I would say right at the
9 present time that you would probably not have
10 final approval authority on that MOA. But I will
11 provide what we've provided to them so you can
12 see. And we'll certainly take into consideration
13 any questions, and I would certainly like to try
14 to satisfy -- because I will also need to try to
15 escalate that question to get an answer that's a
16 little above my pay grade.

17 But again, as I said, this is no longer
18 -- this is not a BRAC issue, as we discussed last
19 time. At least this is the Air Force's position.
20 Because it's not something that was agreed by the
21 BRAC commission, this was a service transfer of
22 property which was agreed within the service by
23 the Secretary of Defense. So it remains, again,
24 still the same owner that it was before, all it is
25 is a different color uniform.



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1 MR. GELLER: But you're saying it is
2 not part of BRAC?

3 MR. REEVES: It is not part of BRAC.

4 MR. GELLER: Therefore it can't be
5 covered by the reuse, transfer, or anything else.

6 MR. REEVES: Exactly.

7 MR. GELLER: BRAC funds. And can't
8 be used by closure of the Base.

9 MR. ESCH: It's the opinion of our
10 legal counsel in Washington that it can't, because
11 there is -- it states specifically in the law that
12 there has to be a deed transfer occur.

13 MR. GELLER: Okay. I'll request a
14 copy of that legal opinion. We've asked for that
15 in the past. It's the State's position that that
16 is Air Force's responsibility. It was a BRAC Air
17 Force Base closure. We're going to continue to
18 come to the Air Force as the responsible party to
19 address those sites. That's the way we've been
20 requested to do so by the Air Force, was to
21 address all the issues with Base Conversion
22 Agency, and that's the way we're continuing to do
23 it.

24 MR. ESCH: We'll go forward to,
25 again, those people above our pay grade and ask



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1 for that legal determination and request a letter
2 be written.

3 MR. GELLER: Okay.

4 MR. REEVES: A good example that
5 brought this all to a head, you're probably
6 somewhat familiar with Carswell? Well, Carswell
7 Air Force Base, for the board here, Carswell Air
8 Force Base was on the '91 hit list and it was to
9 be closed. Navy Dallas Air Station, located in
10 Dallas, was not on that hit list. Navy Dallas
11 went forward and asked for permission to be able
12 to transfer and give up Navy Dallas and take over
13 Carswell because Carswell was -- if you've ever
14 been on a Navy facility you'll find out Air Force
15 facilities usually are far above Navy facilities.
16 They put their money in ships. Anyhow, they
17 wanted to move over to take over the Air Force's
18 facility. That was approved.

19 When that was approved, though,
20 basically all the arguments the Air Force had for
21 closing Carswell -- these were good arguments,
22 because the Air Force said the housing -- a good
23 example is that the housing was not up to par and
24 things of this nature. The Navy was willing to
25 accept that housing because it's probably better



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1 than the ones they had. So they got into an
2 argument about how that's going to be settled.
3 And that property that will be retained by the
4 Navy will have to be cleaned up -- they still have
5 to be cleaned up to whatever legal level, but will
6 be cleaned up other than BRAC funds, will be
7 cleaned up in what we call DERA funds, because it
8 would have been cleaned up had the Air Force
9 remained there, okay? So it will be cleaned up
10 under DERA versus BRAC.

11 And that's basically what's brought all
12 of these things to a head and what they're talking
13 about there in BRAC monies. We have no argument
14 with -- the bottom line is DoD is going to spend
15 the money to clean this property up, and so we
16 could just go forward, again, and try to get
17 something. And I think really where our problem
18 is on this one here, this one is an Air Force, we
19 need a DoD decision out.

20 MR. ESCH: And that basically ends
21 my discussion. I believe we have --

22 MR. REEVES: One other question,
23 Mark. What is the two green spots?

24 MR. ESCH: Where are we at?

25 MR. REEVES: Well, A-1 and B-2; what



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1 are they?

2 MR. ESCH: The green? This is
3 property that the BRAC Cleanup Team at this time
4 feels is ready to transfer. We have A-1 out here.
5 Any property within this area is ready to
6 transfer. Any property within B-2 is ready to
7 transfer and C is ready to transfer. We are still
8 looking at areas in the brown at this time. One
9 of the areas that MDNR said is ready to transfer
10 is the NDI shop. Air Force believes it's ready to
11 transfer, and EPA has a package that we delivered
12 last week and they are reviewing it at this time
13 to see if they also believe that it is ready to
14 transfer.

15 MR. GELLER: We're also looking at
16 the blue areas in addition to the brown. Still
17 have some questions.

18 MR. LODATO: The next item. Mr.
19 Jeff Hancock from Kansas City Aviation is going to
20 give us a presentation on what the City plans on
21 doing, future reuse of the property once it is
22 turned over to them.

23 MR. HANCOCK: Okay. Very good.
24 This is going to be pretty informal and I don't
25 have any overhead slides, but I'll be happy to

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1 answer any questions you would have. I do have
2 little handouts, though, for everybody, so we can
3 pass that out. That kind of gives an overall
4 picture as far as where we are at, looks at the
5 properties, it examines also some of the interim
6 leases that we've had. So feel free to ask any
7 questions about anything.

8 It's amazing we've been working on this
9 for three years. It's been an exciting project
10 for me. I'll give you a little bit of background
11 about myself. My background was city management
12 and I came over from the city manager's office
13 into aviation to work on Richards-Gebaur, and
14 since that time I've become assistant aviation
15 director for commercial development, and I'm
16 responsible for all the leases and contracts for
17 all three airports.

18 This map gives you an idea. Most of you
19 realize that this is really the second transfer
20 that we've gone through. The first transfer
21 started in 1976, and it was even a longer time
22 period to get the title of the property back then.
23 In 1985 we acquired title to 1350 acres, including
24 the airfield, and we were in the airport business.
25 But the Air Force did retain approximately 242



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1 acres, which are those areas that are colored.
2 The Air Force station was here, and then we all
3 know that they left and went on to Whiteman Air
4 Force Base.

5 We have been involved in the
6 redevelopment reuse study. That study was really
7 two phases. The first phase included a data base
8 as far as all of the properties. Phase 2 got into
9 exactly what we are going to do with the
10 properties, and that is really the driving force
11 as far as where we are at. In that planning
12 process we involved the surrounding communities of
13 Grandview, Belton, South Kansas City Chamber of
14 Commerce, and we provided public participation
15 opportunities and hearings.

16 One of the exciting things that I think
17 came out of that second phase of that reuse study
18 was that the market conditions were analyzed in
19 this area. It involved looking at the national
20 and regional economic activity and demographics.
21 It did a comparison of the industries and an
22 examination of the development potential was
23 undertaken. What came out of that was really a
24 targeted industry type of format which really
25 highlighted what the strength of this area is.

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1 Some of those strengths are the fact
2 that it's an excellent transportation area. It
3 just goes without saying that Kansas City in
4 itself is an excellent transportation area, but
5 this spot here, with the rail and the highway
6 access, and the airport access, highlights the
7 fact that distribution activities are a targeted
8 industry, warehousing, light manufacturing,
9 pharmaceutical and veterinarian supplies. And I
10 don't have a whole list of that targeted industry,
11 but that has been developed. Some of the
12 conclusions of the reuse plan indicated -- well,
13 let me back up.

14 Prior to when we had the first closure
15 we did look at a plan and we developed what was
16 called, for some of you people that have been here
17 a while, the South Port plan. And what that plan
18 envisioned was really an office warehouse park
19 type of an arrangement, and by that it would be a
20 showroom type atmosphere, office warehouse is the
21 best way, you would come in and you would see, oh,
22 automobiles, or -- it was more of a commercial
23 type activity. Well, one of the things that came
24 out of the plan was the fact that that plan was
25 really outdated, and that based upon that type of



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1 activity in Kansas City there's a large unused
2 surplus of those type of facilities and that
3 really we were missing the mark on that.

4 Some other conclusions of the reuse plan
5 was the fact that the 242 acres could easily be
6 divided into aeronautical and nonaeronautical.
7 And that's what you see, basically. The blue is
8 aeronautical, the green is the nonaeronautical.
9 And you have to realize what type of transfer this
10 is. Since the old transfers they have come up
11 with a type of transfer called an economic
12 development transfer. I won't go into all the
13 details, but one of the conclusions of our study
14 was the fact that a public benefit transfer
15 through FAA was the most appropriate type of
16 transfer. And what happens on that is that FAA
17 makes a determination that this land is suitable
18 for airport purposes. The aeronautical piece is
19 the area which is specifically for airport
20 activity and the nonaeronautical piece can be
21 other activities, but the purpose is to generate
22 revenue to support the airport.

23 Let's see here. One of the things that
24 we found in the study was the fact that the
25 Marines -- we actively worked with the Marines and



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1 their acquisition of those 17 buildings would be a
2 positive attraction for the redevelopment plan.
3 One of the things that we were concerned about was
4 a generation of activity. And the Marines -- you
5 know, if the Marines were not here we would have
6 even less activity than we have right now.

7 So although there are some questions, as
8 was highlighted before about the Marines, and we
9 have raised some questions since then about that,
10 about the Marines' presence, it's in fact some
11 questions that we are going to raise higher up,
12 because we have found that funding from BRAC funds
13 to support the operations of the airport is not
14 available. We had gone to the Marines to look for
15 some financial support and their statutes indicate
16 that that's not allowable. And we are exploring
17 legislative activity to change that. We do know
18 that that's a problem in some of the other bases
19 that perhaps wasn't considered in the BRAC
20 situation.

21 The other thing that we noticed in our
22 plan was the fact that the large warehouse
23 building does have some revenue potential. That's
24 building 610. The aeronautical buildings have
25 revenue potential, but the other smaller buildings

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1 really do not have much revenue potential and that
2 it would be best that they would be demolished,
3 and that's currently in our plans.

4 Current status, where we are at. I
5 mentioned to you the fact of the FAA public
6 benefit transfer. What you have to do is make
7 application to FAA for a record of decision, and
8 that has been submitted. That has been approved
9 by FAA. Our application, all hook, line and
10 sinker, was accepted, including the personal
11 property request that was listed.

12 So where we are at is basically we are
13 waiting to have the Air Force do the environmental
14 on the properties. And I think our final deadline
15 that we're looking at is October. We're hopeful
16 that it could happen quicker than that. But what
17 will happen is that we would obtain a long-term
18 lease arrangement and when all of the
19 environmental situations are taken care of then we
20 would obtain actual title. We're hoping that the
21 areas you talked about that you've examined could
22 go to actual title. You're aware of the fact that
23 the Department of Army is looking to get the 184
24 acres from the Air Force. The Marine Corps would
25 get 54 acres. And we would receive approximately

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1 178 acres.

2 What we have done in the interim,
3 however, is used interim leases. Those areas that
4 are circled are the areas that we have initiated
5 and completed interim leases. I can highlight
6 some of those for you. 839, up in the left-hand
7 upper corner, is Missouri Aviation, which has
8 aircraft type maintenance potential. 100 and 101,
9 I hope you can see those, that's the next circle
10 moving into the blue area. One of those is the
11 tower, which we leased ourselves, and the other
12 was the fire station. The Kansas City Fire
13 Department has moved their fire department over
14 into that area. 918, the large warehouse -- or
15 large hangar facility, is currently leased with
16 Million Air, South Port Aviation.

17 610, which is in the green area, the
18 large warehouse that we're talking about, that is
19 leased with Zimmer Company. Zimmer is a large
20 developer in Kansas City who has done a lot of
21 industrial parks: Air World Center and -- I say a
22 lot, probably three or four. Air World Center up
23 near KCI and also over in Lenexa, the name -- it
24 slips me right now. They are also highly active
25 in the economic development activity for the

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1 State, working with Utilicorp, for example, on
2 economic development activities. The arrangement
3 there is that after the improvements are made that
4 we will share in the leasing, a percentage of
5 that. So it truly is a public/private
6 relationship that we're really excited about.

7 The other buildings highlighted are 958
8 and 931. That's an interim lease that we're
9 working with -- help me out -- United Sports of
10 America. United Sports of America is active in
11 the airshow. And this last year we had our first
12 private airshow, another example of good
13 public/private relationship. And it went very
14 well I think. Dave could probably in a little bit
15 talk about the airshow and what's coming up this
16 summer, but for the first go around it was just
17 tremendous. And we think that that airshow
18 generates activity and excitement for
19 Richards-Gebaur and we're real pleased with that.

20 Let me see here. See what other items
21 do we have. 927 is a building that we're going to
22 use for our department here for the management and
23 maintenance facility. As far as the flight line
24 goes, we did put together an RFP for the hangar
25 facilities that went nationwide. Unfortunately,

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1 we did not receive very much activity on that. We
2 only received one quote on two of those hangars,
3 and that was the existing airport -- or FBO that's
4 located here. And I'll talk a little bit later
5 about some of the financial concerns that we have.

6 Currently we are concluding our
7 developer arrangement with Zimmer Company. There
8 are different phases of that agreement. The first
9 phase really is what we are going to implement
10 first. Zimmer Company really is an expert in
11 industrial parks. And we soon realized that we
12 aren't in the business of industrial parks and
13 we're in the business of running airports. So
14 what we are going to use Zimmer for, and that
15 arrangement should be going to counsel within the
16 next week or two, they will look at the total
17 airport, the total area, and develop the necessary
18 plan to combine all aspects of it. The cost will
19 be to the point of 10 percent plus or minus. So
20 that we'll have a situation so that if anyone
21 wanted to come in, two things: one, they'd know
22 the exact cost for what it would be to develop it;
23 and, secondly, they could see the whole picture.

24 And I don't have a diagram of that, but
25 it calls for use of the golf course, some public

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1 amenities, covenants and restrictions on the
2 property. So we are excited about that. Other
3 things that it includes would be a marketing plan,
4 coordination with the Kansas City Economic
5 Development Corporation and the other economic
6 development corporations around, and also
7 commissions from the standpoint of actually
8 leasing or selling the property.

9 The second and third phase, which we
10 have not elected to implement, would include also
11 a possibility of managing the properties, because
12 they're experts in that, and secondly an actual
13 development whereby the developer, and this could
14 be Zimmer or somebody else, could actually pull a
15 piece of property out, put in the investment
16 through private funds, public funds, however, but
17 primarily because we are limited on funds it would
18 be private, but put that in, and then the rents
19 that would come in the future would help pay for
20 those improvements and then we would share in a
21 private/public relationship some of the rents.

22 As I indicated to you, we're in the
23 business of running airports and not really
24 experts on economic development of industrial
25 parks. Some of the things that have created

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1 concern and has been a challenge to us is the fact
2 that, from the air side, is that the federal
3 government through these closures of bases are
4 dumping -- maybe that's not the correct term, but
5 are putting a tremendous amount of airfields and
6 aeronautical support facilities onto the market.
7 What that has done is, because there's so much
8 supply, it has lowered the price for those. And,
9 as we all know from the aeronautical side, general
10 aviation has been relatively flat. It hasn't been
11 a growing situation. The airlines have just been
12 coming out of a slow time period. So we are
13 competing with a lot of other airfields all across
14 the nation, and so that creates a concern.

15 The second thing that is a concern is
16 the fact that just in the local area the general
17 aviation demand is exceeded by excess capacity.
18 Just in this area we have some other airports.
19 Over in Kansas we have New Century Airport, we
20 have Executive Airport. We have Lee's Summit
21 that's close. So that is a real challenge for us.
22 We have to compete for the aircraft that is
23 already based at other airports. And again, with
24 general aviation being fairly flat, it creates a
25 concern for us.

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1 Let's see. We do have a lot of
2 strengths, however, as I've alluded to: the
3 location, the great transportation facilities. We
4 are in a state enterprise zone. Properties have
5 been advertised through the state in an I-Net type
6 program. It's being advertised nationally through
7 what's called The Parcels I-Net program. We are
8 currently advertising in Sites, Plants & Parks,
9 which is the economic development magazine. We'll
10 be in the Directory of Area Development. We're
11 advertising.

12 We have had, with the help of Zimmer,
13 have had some fairly significant industries that
14 have looked at this property. And I can assure
15 you that -- it's Mr. Driscoll, isn't it? -- the
16 gentleman in the state economic development is
17 well aware of this location. The enterprise zone
18 is a tremendous asset. So we're excited,
19 basically, about the opportunity. I think I'll
20 wrap up, really, with that. And think I've given
21 a good thumbnail sketch and would answer any
22 questions that you might have.

23 MR. ESCH: I have one question.

24 MR. HANCOCK: Sure.

25 MR. ESCH: Mayor Cleaver did

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1 basically go on record as having a distaste for
2 business incentives but realized it was part of
3 the game to get business into Kansas City. Has
4 his office addressed anything in the way of
5 business incentives to pull anything into the air
6 park arena?

7 MR. HANCOCK: Sure. When I alluded
8 to some of those industries that we've talked to,
9 the full gamut of those incentives were looked at.
10 And we're pretty competitive, I think, the City of
11 Kansas City, as far as playing in that game. The
12 Economic Development Corporation is working
13 hand-in-hand with us. And, as we all know, for
14 example Harley Davidson was a recent one that was
15 accomplished for Kansas City. And my
16 understanding was that Harley Davidson was looking
17 at this area, too. So, point being, we're right
18 in the middle of that activity. And we think that
19 through the use of the Zimmer Company dealing on a
20 private-to-private basis that that gives us
21 another added opportunity.

22 So, as far as the whole issue of
23 incentives on a regional basis, you know about as
24 much as what I've read in the paper, but I do know
25 that we're as competitive as anybody. And the



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1 state enterprise zone is a tremendous benefit.
2 There aren't very many economic enterprise zones
3 in the state.

4 MR. POWELL: Is there any enterprise
5 zones on there, basically?

6 MR. HANCOCK: All of it. It's all
7 in the state enterprise zone. And what that does
8 is enables tax credits for training and --

9 MR. POWELL: I was on the original
10 committee that got the enterprise zone in Kansas
11 City.

12 MR. HANCOCK: Okay. So, yes, the
13 whole airfield is there. One of the things from
14 the economic development situation that we're
15 really interested in is the improvement of Highway
16 150. That was one of the areas that was mentioned
17 in the plan, and we've been working with Grandview
18 and Belton to try to see that that takes place.

19 MR. ESCH: I recall that from -- was
20 it the Austin Company, that they made a point of
21 saying that until it gets put into the 10-year
22 plan that was an element. Has it or has it not at
23 this point?

24 MR. HANCOCK: It is in the plan and
25 we have -- I personally have lobbied in front of

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1 the highway commission to upgrade it and move it
2 up even further with the South Kansas City Chamber
3 of Commerce. We've made presentations. The
4 problem with the State at the present time is that
5 they are a little short on funds on the existing
6 program that they worked on. In fact, they were
7 going to the legislature to try to do a bonding
8 type thing to upgrade some of the projects and
9 that didn't go anywhere with the legislature. I
10 do think, though, as I indicated to you before,
11 that as competitive as we are, that if there was a
12 need I think -- you know, a prospect, that in my
13 opinion that if there was a real need for Highway
14 150 that it could move up higher than what it is
15 right now. That's just my personal opinion.

16 One of the -- I alluded to this before,
17 that from the Marine standpoint it is kind of
18 interesting, from the standpoint that the Marines
19 are part of our whole industrial park but they are
20 a separate entity surrounded by us. By the park.
21 And one of the things that people don't realize is
22 that the Kansas City Aviation Department is
23 self-sufficient. It generates all of its revenues
24 itself. And where some people would think that
25 general fund taxes could come in here and do



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1 certain things, that's not necessarily the case.
2 We have to pay our own way. We have to pay for
3 the streets and security and all of that, just
4 like we do at KCI or downtown airport.

5 That's why we're real interested in the
6 possibilities of getting legislation to perhaps
7 get some funding from the Marines, because they
8 are inside this park and they are using some of
9 our facilities, and unlike the Air Force where we
10 had a joint use agreement in the past when they
11 were here, the Reserves were here, and they paid
12 for the steam, they paid for the tower, ran all of
13 the ILS equipment.

14 There is light at the end of the tunnel.
15 In the short-run I think it's going to be tough
16 for the next five or ten years, but in the
17 long-run we're going to be okay because we've got
18 a tremendous facility and the land space is good,
19 and in the long-run it will be okay. But in the
20 short-run it will be tough. But we did lose I
21 think approximately \$1.9 million of support from
22 the Air Force by them leaving. And so that
23 creates a challenge, but we're up to it.

24 MR. GELLER: Couple of quick
25 questions. I guess the first one would be in your



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1 building legend here it says "Buildings to
2 demolish on KC Missouri side." Are you talking
3 about Missouri side when you actually obtain the
4 property after transfer? Is that what that is
5 indicating? The red.

6 MR. HANCOCK: Yeah, that's the plan,
7 and that would be depending upon our funding
8 capabilities. I notice one of them, 931, is
9 circled to be demolished, but that's probably just
10 a mistake. But, yeah, this will be a really
11 beautiful facility, and one of the things we don't
12 want is we don't want some of the older, smaller
13 buildings to become in disrepair and look bad.
14 And so we think that it's better to demolish those
15 buildings.

16 MR. GELLER: Part of the reason in
17 my asking that is from our standpoint if there are
18 any of these buildings that you plan to demolish,
19 if we can minimize the amount of environmental
20 surveys that we're looking at, as far as under
21 some of the reuse plans those were identified to
22 possibly be remaining. You know, we would
23 strongly support the effort to not have to study
24 these buildings to death if there actually are
25 plans to demolish them and not continue to use



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1 them. It would be a waste of funds. So I don't
2 know whether that's --

3 MR. ESCH: Yeah, if it's in the
4 commercial zone and it's going to be demolished
5 anyway, you know, we have to take a look at it,
6 you know, is it going to be used for a day-care
7 center or something like that.

8 MR. HANCOCK: Oh, yeah. Well, sure.
9 They are on the market, you know, and that's not
10 to say that, for example, building 105, which is
11 at the corner here, if we had a commercial
12 operation we'd use it. But it's just --

13 MR. GELLER: An option?

14 MR. HANCOCK: Yeah, an option,
15 really.

16 MR. GELLER: I guess the only other
17 thing I would add is based on all the discussions
18 this evening, based partly on your presentation
19 and Garey's, are we going to extend a specific
20 invitation to the Marines to participate in this
21 process? They have not been involved in it, and
22 from the State standpoint, or EPA, I don't know
23 that we've ever had any discussions with them.

24 MR. REEVES: That's part of the MOA,
25 is that they participate.



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1 MR. GELLER: I guess what I'm asking
2 is before, regardless of the decision whether the
3 Marines are going to take over or not, they are a
4 key player in the whole reuse scenario and the
5 environmental questions.

6 MR. REEVES: They have been extended
7 for the last year and a half, okay? And right
8 today I think Mr. Herd, he gets noticed, and their
9 representatives get noticed each time just like we
10 do.

11 MR. GELLER: I guess my concern is
12 that we don't -- based on their response we see
13 very little effort from the Marines to try to
14 facilitate a clean transfer. I mean, the Air
15 Force has stepped up and tried to work with the
16 State and EPA to move this property to a
17 commercial reuse, which is exactly what Congress
18 intended. It's not a fun process, but it's a
19 process that we all need to go through to make
20 sure the property is as clean as necessary so it
21 can be transferred for whatever the next use is.
22 And I guess the Marines are -- if in fact it's
23 being realigned, as opposed to closed, then the
24 Marines need to step up and I guess provide their
25 fair share of the effort and support.



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1 MR. HANCOCK: And I don't want to
2 give the wrong presentation or misrepresentation.
3 We have had discussions with the Marines and we've
4 had an open type of communication.

5 MR. GELLER: And once again, I don't
6 either, because they've done a fine job building
7 some new facilities in there, bringing additional
8 funds to this area, but at the same time our hope
9 is that we can facilitate the environmental
10 component of it so we can let you folks get on
11 with your business of redeveloping this area.

12 MR. HANCOCK: We do have a
13 legitimate question from the standpoint that they
14 are like an island, and they are part of the total
15 industrial park and air park, and so we have to
16 have good communication on a lot of different
17 issues, and environmental is one of them.

18 MR. POWELL: I have one more
19 question. Here it says "Buildings to Belton,"
20 which appears to be around three buildings up
21 there in the center of the property that they
22 apparently own. Do these buildings now actually
23 belong to Belton or what is the --

24 MR. HANCOCK: Well, I can probably
25 comment on some of it and then Mr. Reeves could



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1 comment. They originally I believe wanted to --
2 they wanted to negotiate a sale. And I think that
3 those negotiations --

4 MR. REEVES: The City of Kansas
5 City, the local reuse authority, supported
6 Belton's request to buy that property under
7 negotiated sales, and they were offered the
8 negotiated sales, but a negotiated sale is based
9 on appraised value. And a negotiated sale versus
10 public sale is that being it's a public entity
11 that we can go to them without going out to
12 anybody else. Okay? So that's why we could go to
13 them. Belton's offer was less than the appraised
14 value. Considerably less. So after going back
15 and forth several times on that, Belton decided to
16 decline.

17 And so our next step is to go to public
18 sale. However, we've held that in abeyance for a
19 while in the consideration that one time the Army
20 Reserve had some interest in that, and we thought
21 that they might have an interest in it because
22 they have a rather large motor fleet. We don't
23 think that that's going to happen. However, until
24 we get a clean bill of health from everybody on
25 the thing, there's no sense of us pushing the



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1 public sale. At least that's why I haven't
2 brought it up again. You know, if we get a clean
3 bill of health then we'll go out to public sale.
4 The public sale might come in and sell for a
5 dollar, but the highest bidder gets what it is
6 then.

7 MR. POWELL: One question. Since
8 you've apparently limited the air restriction
9 around those buildings, does this increase the
10 value of those buildings?

11 MR. REEVES: Well, no. It decreased
12 the value of those buildings, in a matter of
13 speaking, because those buildings owned the
14 easement, and the easement was value, which
15 decreased in -- Belton had the advantage of a
16 lesser fee when they bought that property which
17 they did buy, because it had that restriction on
18 it. And Congress always reduces the value of the
19 property further. So, if anything, it reduced the
20 value of those buildings.

21 MR. POWELL: If the Belton paper is
22 right you fellows have released that easement.
23 They don't have that air easement any more. Is
24 that right or not?

25 MR. REEVES: I haven't seen that



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1 officially myself.

2 MR. POWELL: I just read the paper.

3 MR. REEVES: I understand. I read
4 the paper, too. We haven't seen it. Now, I will
5 tell you this, I requested a release of easement
6 around this and I also requested a release off of
7 the range here, this 22-acre easement off this
8 range.

9 MR. POWELL: Off of where now?

10 MR. REEVES: Off of this area, 1040.
11 So there was 22 acres and I request the easement
12 on that, and I haven't received any notification
13 on it either. I really think it's in the process.

14 MR. POWELL: Somebody must be
15 getting word it's been approved in this.

16 MR. REEVES: I haven't received it.
17 I read it in Belton and I went forward to asking
18 them is this correct.

19 MR. POWELL: Read the paper. It
20 says you've released it. So to me that makes that
21 property worth more money.

22 MR. REEVES: Well, all I'm trying to
23 say is, you know, I think it's semantics, that the
24 value of that easement went with these buildings.

25 MR. POWELL: If you've released the



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1 easement then there isn't any.

2 MR. REEVES: But even on our
3 negotiated sales we had cut that off because we
4 knew we were taking it off.

5 MR. POWELL: I guess I don't
6 understand. If you've taken it off then it's not
7 there any more, is that right?

8 MR. REEVES: Well, that's right. We
9 knew that we were taking it off, because we said
10 to go out there -- we decided to drop that. Had
11 we not decided to drop it, we had sold that
12 property, we'd take that easement off, somebody
13 could have sold it to the City of Belton so much
14 an acre to remove the easement. See what I'm
15 saying? But we elected to take it off, as we did
16 with Kansas City, because we're in the business of
17 trying to get rid of the airport and make what's
18 good for Kansas City and the local community.

19 MR. POWELL: Okay. That's all the
20 questions I have.

21 MR. HANCOCK: Anything else? Yeah,
22 Norman?

23 MR. ONNEN: The leases and the
24 ownerships of the property, are those in keeping
25 with the adopted reuse plan? Do they follow the



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1 reuse plan or have you deviated from that?

2 MR. HANCOCK: Yes, they follow the
3 reuse plan. Yes. I was trying to think if there
4 was any that -- yes. I was thinking of United
5 Sports, but really that's just a storage type
6 arrangement.

7 MR. MALECKI: That lease is
8 coincidental with our airshow producer's
9 agreement, so when they are no longer producer
10 then that lease will end.

11 MR. ONNEN: The property that the
12 Marine Corps is keeping and taking over, was that
13 part of the reuse plan?

14 MR. HANCOCK: Yes, it was. We
15 supported the Marines and worked with the Marines.
16 We incorporated that into our reuse plan. We may
17 have made some modifications later on, in keeping
18 with the reuse plan, for them to take additional
19 properties. And we view that as advantageous from
20 the standpoint of two things: One is that it
21 generates activity here; and, secondly, it reduces
22 our operation maintenance costs for those
23 facilities.

24 MR. ONNEN: Then one other question.
25 What are the projections for building 612?



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1 MR. HANCOCK: 612. Which one is
2 612? Help me.

3 MR. ESCH: 610? The warehouse?

4 MR. KEENEY: 610 is the yellow
5 building out there in middle of Parcel B-2.

6 MR. ESCH: Concrete block
7 manufacturing.

8 MR. HANCOCK: Oh, that was -- yeah.
9 See, that's not in the -- the only part that's in
10 the reuse is the colored areas. That was during
11 the last transfer. And that is industrial, I
12 think, activity. Dave might want to comment.
13 Dave is the airport representative. Do you want
14 to comment on any activities or on the airshow?

15 MR. MALECKI: We've had a lot of
16 interest to show buildings and show property.
17 We've had various groups contact us, some of them
18 wanting little pieces of property and some wanting
19 larger pieces. We are aggressively trying to work
20 those leads out. The airshow lease is being
21 processed through Garey's office to be able to
22 have the airshow July 27 and 28. We wanted to go
23 ahead and process that lease in the event that we
24 do not get the long-term lease that Jeff was
25 speaking about. If we don't get the long-term



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1 lease we've got a lease to put on the airshow. If
2 we do get a long-term lease it's a moot issue, but
3 at any rate we're able to run the airshow.

4 MR. HANCOCK: And we do have the
5 Thunderbirds?

6 MR. MALECKI: The Thunderbirds, Red
7 Baron Pizza Air Team, the Golden Knights, probably
8 about six or seven other civilian acts. About
9 every military aircraft you can think of. About
10 45 static aircraft. The second run of an airshow
11 that was relatively successful last year, for the
12 first airshow we charged people to attend, and I
13 think it will be better this year and get better
14 the next three years. We have a five-year
15 agreement with this producer to run airshows, and
16 getting smarter every day.

17 MR. HANCOCK: Okay. Well, I'll sit
18 down.

19 MR. KEENEY: Jeff, you've got a
20 small lake out there right beside the south end of
21 the runway. Have you considered floating a casino
22 on that?

23 MR. HANCOCK: That would pay some
24 bills.

25 MR. KEENEY: Finance the whole bit.



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1 MR. ESCH: As long as it's not too
2 tall the FAA wouldn't have any problem with it.

3 MR. KEENEY: All you have to have is
4 Missouri River water, and you can pump that into
5 Kansas City's line.

6 MR. HANCOCK: My only question would
7 be it's probably like -- it's a supply and demand
8 factor, just like airports. Maybe we might have
9 too much supply.

10 MR. REEVES: I'd just like to say,
11 as we talk about these leases and everything, that
12 I'd just like to give a lot of thanks to the State
13 of Missouri and EPA, because it's very important
14 that they sign off on these Environmental Baseline
15 Study Supplementals that's necessary so we can
16 process these leases. And as we get into the
17 airshow event, the final on that, and of course
18 the faster we will a long-term lease, and once we
19 can get to that it will be good for all of us,
20 because it will be over with. But they're very
21 key to this. And they're very loaded, they've
22 lost a lot of people down there, and so I just
23 want to thank you for doing that.

24 MR. HANCOCK: And I'd like to second
25 that, because when we get a prospect, for us to be



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1 competitive, we have to move rather quickly. And
2 we appreciate the help that we've gotten.

3 MR. ESCH: On this map I notice that
4 you have "New leases at R-G." I assume that's the
5 leases that you have leased out to people.

6 MR. HANCOCK: That's right.

7 MR. ESCH: And it doesn't identify
8 the areas that you have leased from us?

9 MR. HANCOCK: Oh, every one of those
10 we have leased from you and then subleased.

11 MR. ESCH: Well, I mean in addition
12 to the ones that you're using, like 1025, the
13 tower --

14 MR. HANCOCK: Oh, yeah. Well, I
15 should have made a note that we have a lease on
16 all the aeronautical.

17 MR. MALECKI: All the aeronautical
18 parts were leased from the Air Force in 1994,
19 October, to allow us to take over the ILS system
20 and control tower operations, all the markers and
21 all of those little pieces that are islands out
22 there. And we'll continue to lease those until we
23 can receive the property.

24 MR. LODATO: Thanks, Jeff. Very
25 informative. I believe it's always nice to get a



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1 different viewpoint on what's actually going on
2 out here. There's a lot of things happening and
3 you miss a lot getting involved in other projects.

4 Mark had mentioned the site tour. I
5 have some personal commitments coming up here in
6 the next couple of weeks, but tentatively
7 scheduled for the 25th. I'm close to making
8 arrangements to get some vehicles from the Army,
9 to use one of their buses, so we can all ride
10 around. What I'm going to do is send out a flier.
11 Personally, I don't think we're going to get the
12 participation or the interest, but we're going to
13 give it our best shot.

14 MR. ESCH: Bring your families.

15 MR. HANCOCK: What time will that
16 be?

17 MR. LODATO: We'll schedule it for
18 probably around noon. That seems to be a fair
19 time. We can get the tour in, we can do what we
20 have to do, and that will allow enough time for
21 people to get home.

22 I've got another comment on the Belton
23 Training Complex. The contractor working for
24 AFRES, SAIC, is anticipating being awarded the
25 contract this Friday and being out to begin



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1 grubbing work and get the project started on the
2 week of the 13th of this month. We'll be meeting
3 with DNR to discuss the part X permit to see how
4 we're going to dispose of any ordnance that's
5 found. Paula Shepherd's been in contact with you,
6 and hopefully will be in contact with us, so we
7 know what the time schedule is on that.

8 Any other comments? The next scheduled
9 RAB meeting is August the 7th, seven o'clock,
10 here.

11 MR. ONNEN: I'm not receiving the
12 mailing on the minutes.

13 MR. LODATO: The last mailing on all
14 the minutes from the last RAB were all sent to the
15 RAB members. And your name was included on that
16 list. So I've got your current address. Because
17 you had talked to Mr. Reeves prior to that and I
18 specifically made sure that yours was on the
19 mailing list. But I'll go back and check.

20 MR. KEENEY: The last meeting we had
21 here in the summertime was terrible. There's
22 plenty of room in the old City Hall in Belton, and
23 I'm sure that Bill and I, between us, could get
24 that for you if you'd like to go there. It's a
25 nice building, air-conditioned, and plenty of

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CERTIFICATE

I, LYNN R. HICKS, a Certified Shorthand Reporter in and for the State of Kansas, do hereby certify that I appeared at the time and place first hereinbefore set forth, that I took down in shorthand the entire proceedings had at said time and place, and that the foregoing constitutes a true, correct, and complete transcript of my said shorthand notes.

Lynn R. Hicks
Lynn R. Hicks, CSR

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1 room, unless you have a much, much bigger crowd
2 than you've got. If you'd be interested.

3 MR. LODATO: Past history tells us
4 we're not going to get any larger of a crowd than
5 this. My personal preference is to keep it here
6 for continuity. But I'll concur -- I'll concede
7 to the wishes and we'll schedule the next meeting
8 at the old Belton City Hall.

9 MR. KEENEY: Well, we have to be
10 sure the date's open.

11 MR. LODATO: Right.

12 MR. KEENEY: We'll get back to you.
13 It might be busy. I doubt it, don't you?

14 MR. POWELL: I don't think so.

15 MR. LODATO: And hopefully after the
16 meeting Mr. Powell will take us for a ride in
17 Carry Nation's carriage around town.

18 MR. POWELL: I can do that.

19 MR. LODATO: Do we have any other
20 comments? With that I'd like to adjourn. And I
21 thank you all for attending. We appreciate your
22 participation.

23

24

25



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